

# Hongkong Daily Press.

ESTABLISHED 1857.

No. 13,345 號五拾肆百叁千叁萬壹第 日肆十式月十年六十二緒光 HONGKONG, SATURDAY, DECEMBER 15TH, 1900. 陸拜禮 號伍十月式十年百九千壹英港香 PRICE \$2½ PER MONTH

**DISINFECT**  
WITH  
**WATSON'S  
HYGIENOL.**  
(REGISTERED).

**A. S. WATSON & CO.  
LIMITED,**  
THE HONGKONG DISPENSARY.

**CUTLER, PALMER & CO.**  
WINE SHIPPERS SINCE 1815.  
Who have consigned their Brands to Hongkong  
for over half a century.  
Apply to G. C. ANDERSON,  
Hongkong, 13, Praya Central

**SQUARE BOTTLE WHISKY**  
The sale of this good Scotch increases month  
by month. It is of Superb Quality and of  
CUTLER, PALMER & CO.'S SELECTION.  
Sole Agents for it—  
LANE, CRAWFORD & CO.  
Hongkong.

**JOHN WALKER & SONS'**  
FAMOUS  
**KILMARNOCK WHISKY.**

This World-renowned  
FINE OLD HIGHLAND WHISKIES are shipped  
by CUTLER, PALMER & CO., and  
are obtainable in Hongkong of  
SIEMSEN & CO.  
Hongkong, 26th July, 1897.

**CUTLER, PALMER  
& CO.'S**  
Price \$10.75 PER DOZEN  
Net

**"SPECIAL BLEND" WHISKY**  
Blend  
of Selected  
Distillations of the  
Finest Scotch Whiskies  
Apply to  
SIEMSEN & CO. Hongkong.

**HONGKONG HIGH-LEVEL TEAM-  
WAYS COMPANY, LIMITED.**

**TIME TABLE.**  
WEEK DAYS.  
7.30 a.m. to 8.30 a.m. Every quarter of an hour  
8.30 a.m. to 9.30 a.m. Every ten minutes  
9.30 a.m. to 10.45 a.m. Every quarter of an hour  
11.30 a.m. to 3.00 p.m. Every quarter of an hour  
3.30 p.m. to 6.30 p.m. Every quarter of an hour  
6.30 p.m. to 8.00 p.m. Every ten minutes  
Night cars at 8.45 p.m. and 9 p.m. and from  
9.45 p.m. to 11.15 p.m. every half hour.

**SUNDAYS.**  
Extra Night cars at 11.30 and 11.45 p.m.  
4.15 a.m. to 10.15 a.m. Every half hour  
10.30 a.m. to 11.00 a.m. Every ten minutes  
Noon to 2 p.m. Every quarter of an hour  
2.45 p.m. to 9 p.m. Every quarter of an hour  
Night cars at 8.45 p.m. and 9 p.m. and from  
9.45 p.m. to 11.15 p.m. every half hour.  
SPECIAL CARS by arrangement at the Com-  
pany's Office, 28 & 40, Queen's Road Central.  
JOHN D. HUMPHREYS & SON,  
General Managers.  
Hongkong, 1st May 1899.

**VICTORIA  
CYCLE  
EMPORIUM.**

THE pleasure of cycling consists in having  
a first class Machine, and the above Es-  
tablishment is always leading in this respect.  
We are Agents for the famous "NEW  
HOWE" and "MONOPOLE" CYCLES,  
and we also supply fittings of every description.  
Repairs executed with promptitude and skill.  
Enamelling a specialty.  
MCKIRDY & CO.,  
43 & 45A, QUEEN'S ROAD EAST.  
Hongkong, 3rd November, 1899.

**RUINART PERE & FILS, REIMS**  
Established 1719.  
CHAMPAGNE GROWERS AND  
SHIPPERS.  
Ship only the Finest Quality  
Extra Dry (Green Seal)  
LAUTS, WEGENER & CO.  
Sole Agents.  
Hongkong, 17th May 1895.

**GREEN ISLAND CEMENT COMPANY**  
**PORTLAND CEMENT.**  
45.00 per Cask of 37½ lbs net ex Factory.  
\$3.00 per Bag of 250 lbs.  
SHEWAN, TOMES & CO.  
General Managers.  
Hongkong, 2nd July, 1900.

**LANE, CRAWFORD & CO.**  
A VARIED ASSORTMENT OF  
**CHRISTMAS AND NEW YEAR GIFTS.**  
FANCY LEATHER GOODS.  
ELECTRO-PLATED WARE.  
LAMPS AND LACE SHADES, ETC.  
AYALA AND ROUSSILLON CHAMPAGNE.  
WINES, SPIRITS AND LIQUEURS.

**CUTLER, PALMER & CO.**  
ESTABLISHED IN LONDON IN 1815.  
SHIPPERS TO CHINA FOR 75 YEARS.  
Their Brands are favourably known all over the World.  
The following are some of their Stocks with the undersigned—  
**SUPERB OLD COGNAC,** C.P. & Co.'s INVALIDS' PORT  
\$22.50 PER DOZ. \$20 PER DOZ.  
Distinguished by 4 Stars on the label.  
This fine Wine is old, soft, and of grand flavour.  
See analysis and certificate by Professor Cassal.

**DOURO PORT,**  
\$14.25 PER DOZ.  
A fine, full, and fruity wine.

**AMOROSO SHERRY,**  
\$20 PER DOZ.  
**LA TORRE SHERRY,**  
\$16.75 PER DOZ.

11 Years old; the finest quality shipped.  
Each bottle bears an Analyst's certificate.  
A natural and most pleasant wine to the taste.

**C. P. & Co.'s OWN SPECIAL**  
**BLEND WHISKY,**  
\$10.75 PER DOZ.  
Very soft, palatable, and mature.

**BENEDICTINE LIQUEUR—**  
D.O.M.,  
\$39.75 PER DOZ.  
EVERYBODY SHOULD TRY THESE ITEMS; THEY ARE UNEQUALLED AT THE PRICE

**AGENTS—SIEMSEN & CO., HONGKONG.**

**CANADIAN CLUB RYE  
WHISKY.**  
THIS DESERVEDLY POPULAR WHISKY IS NOW TO BE  
OBTAINED IN FINE FLASKS, AND IN THIS FORM WILL BE  
FOUND INVALUABLE FOR THE USE OF SPORTSMEN AND  
OTHERS.

**CALDBECK, MACGREGOR & CO.**  
WINE AND SPIRIT MERCHANTS.  
15, Queen's Road,  
Hongkong, 5th December, 1900.

**COTTAM & CO.**  
DRESS SHIRTS.  
DRESS TIES.  
DRESS SHOES.  
DRESS GLOVES, &c., &c.

**SCHLITZ WORLD FAMED  
BEER**  
IS THE ONLY BEVERAGE ONE NEVER REGRETS DRINKING.

**TONIC AND REFRESHING.**  
SOLE AGENTS—  
**WATKINS, LIMITED,**  
CHEMISTS, AERATED WATER MANUFACTURERS, AND  
COMMISSION AGENTS,  
HONGKONG.

**PHOTOGRAPHIC**  
PLATES, PAPERS AND CHEMICALS.  
EASTMAN'S KODAKS, FILMS AND ACCESSORIES,  
DEVELOPING AND PRINTING UNDERTAKEN.  
A. CHEE & Co.,  
17A, QUEEN'S ROAD, HONGKONG.

**THE VICTORIA DISPENSARY,**  
HONGKONG.  
AERATED WATERS.  
SIMPLE AERATED WATER.  
LEMONADE.  
SARSAPARILLA.  
TONIC WATER.  
SODA WATER.  
GINGER ALE.  
RASPBERRYADE.  
LEMON SQUASH.

**THE VICTORIA DISPENSARY,**  
HONGKONG.  
SPECIAL TERMS to Hotels, Clubs, Messes and other large consumers

**FINE OLD WHISKIES.**

**F.O.B. VERY OLD.** **CLUB.** **DEWAR'S EXTRA SPECIAL.**  
\$15.00 Per Doz. \$12.00 Per Doz. \$14.00 Per Doz.  
SOLE AGENTS—  
**H. PRICE & CO.,**  
12, QUEEN'S ROAD.

**THE ROBINSON PIANO  
COMPANY, LIMITED,**  
12, QUEEN'S ROAD.  
Are introducing TWO ORIGINAL DESIGNS of their well-known PIANOS "Made in  
Hongkong," and as they are gradually increasing their staff of workmen and have always from  
Fifteen to Twenty Pianos in course of construction, they can now guarantee completion of  
orders within a few days. Samples can be inspected at our Show Rooms. [2873a]  
Valuable Instruments perfectly restored and modernized.

**XMAS GOODS! XMAS GOODS!!**  
JUST RECEIVED AND UNPACKED IN SPLENDID CONDITION.  
A VERY FINE ASSORTMENT OF FRENCH, ENGLISH AND AMERICAN  
FANCY SWEETS, CHOCOLATES, BISCUITS, & CAKES, &c.  
ALSO A FINE DISPLAY OF  
PARISIAN TOYS  
FOR BOYS AND GIRLS OF ALL AGES.  
RIVER AND COAST PORT ORDERS PROMPTLY EXECUTED.  
**G. GIRAULT,**  
8, QUEEN'S ROAD CENTRAL.

**W. BREWER & CO.**  
NEW BOOKS.  
Navy and Army, Volume 10 \$10.00  
Lepcha Land, Six Weeks in the Sikkim Himalayas, by Florence Donaldson 7.50  
Little Folks, Christmas Volume \$2.25 & 3.00  
As Talked in the Sanctum, by Consul-General Wildman 2.50  
Allan Adair, by Gordon Stables 2.25  
Edward Barry, South Sea Pearler, by Lewis Becka 1.50  
The Woman of Death, by Guy Boothby 1.50  
Tommy sack, Grisel, by Barrie 1.50  
Heroes of the United Service, by Valen- line 4.50  
China the Long-lived Empire, by Scid- more 5.00

**BOYS AND GIRLS' BOOKS**  
in Enormous Variety, from 70 cents.  
**TUCK'S PICTURE BOOKS.**  
ANNUALS of every description.

**TUCK'S NEW CHRISTMAS CARDS**  
(Enormous Variety in our New Store, No. 23).  
**TUCK'S CALENDARS.**  
**SANDOW'S OWN DEVELOPERS.**  
**ANGLO-CHINESE CALENDARS.**  
50 cents.  
**BADMINTON, CROQUET, TENNIS.**  
**COMPENDIUM OF GAMES.**  
**SMOKERS' CABINETS.**  
**WRITING DESKS.**  
**STATIONERY CABINETS.**  
Everything Good and Cheap.  
23 & 25, Queen's Road, Hongkong. [31

**AUCTIONS**  
**PUBLIC AUCTION.**  
THE Undersigned has received instructions  
to Sell by Public Auction,  
TO-DAY (SATURDAY),  
the 15th December, 1900, at 2.30 p.m., at his  
Office, Duddell Street, the equity of  
redemption of and in  
ALL THAT PIECE OR PARCEL OF  
GROUND situate at Victoria in the Colony of  
Hongkong and registered in the Land Office as  
Inland Lot No. 982.  
The Premises, upon which is erected the mes-  
suage, No. 42, D'Aguiar Street, are held for the  
residue of a term of 999 years from the 26th  
June, 1843, at the Annual Crown Rent of  
\$12.00, and are subject to a Mortgage for \$6,500  
and interest at the rate of \$6.70 per \$1,000 per  
Chinese Month.  
Particulars and Conditions of sale may be  
obtained of  
Messrs. DEACON & HASTINGS,  
10, Queen's Road,  
Vendor's Solicitors,  
and of  
MR. GEO. P. LAMBERT,  
The Auctioneer.  
Hongkong, 4th December, 1900. [3058

**BY ORDER OF THE SECOND  
MORTGAGEE.**  
MR. GEORGE P. LAMBERT has re-  
ceived instructions from the Second  
Mortgagee to offer for sale by Public Auction,  
on  
WEDNESDAY,  
the 19th December, 1900, at 3 o'clock p.m., at  
his Office, Duddell Street, the equity of  
redemption of and in  
ALL THAT PIECE OR PARCEL OF  
GROUND situate at Victoria in the Colony of  
Hongkong and registered in the Land Office as  
Inland Lot No. 982.  
The Premises, upon which is erected the mes-  
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Messrs. DEACON & HASTINGS,  
10, Queen's Road,  
Vendor's Solicitors,  
and of  
MR. GEO. P. LAMBERT,  
The Auctioneer.  
Hongkong, 4th December, 1900. [3058

**CHRISTMAS GOODS.**  
MESSRS. JEEJEEHOY & CO., of 190,  
Hollywood Road, beg to notify the  
Public that they have just unpacked, or recent  
arrivals, a Large FRESH and VARIED  
STOCK of GOODS suitable for the Festive  
Season, comprising—CHOCOLATES of all  
kinds in Plush Boxes, Plush Bags, fancy  
Boxes and Retail, Callard and Bowyer's cele-  
brated SWEETS of all kinds, XMAS and  
NEW YEAR CARDS, Cakes and Black-  
well's PROVISIONS, York Cut HAMS, best  
quality of WINES and SPIRITS, Huntley  
and Palmer's BISCUITS, PERFUMERY,  
Fancy SOAP, FANCY NOTE PAPER, &c.  
PRICES MODERATE.  
Hongkong, 16th December, 1900. [3107

**AMERICAN MACHINERY.**  
WE HAVE OPENED A MACHINERY  
DEPARTMENT, and are prepared  
to furnish Pumps, &c., on STEAM ENGINES,  
GAS and OIL ENGINES, BOILERS,  
PUMPS, LATHES, DRILL PRESSES,  
PLANERS, PNEUMATIC TOOLS, WOOD  
WORKING MACHINERY, HOISTING  
MACHINERY, SAW MILLS, MACHI-  
NISTS' SMALL TOOLS, BUILDERS'  
HARDWARE, &c.  
Made in America (U.S.A.).  
Prices quoted f.o.b. New York, or c.i.f.  
Hongkong.  
REUTER, BROCKELMANN & CO.,  
Hongkong.  
Hongkong 3rd December, 1900. [342

**THE MUTUAL STORES.**  
8 & 10, D'Aguiar Street.  
Hongkong, 24th November, 1900. [286

**INSURANCE.**

**THE  
STANDARD LIFE ASSURANCE CO.**  
The Rates of Premium for Home and foreign  
residences are very moderate and consistent with  
the risk. Immediate reduction to Home Rate  
on return to Europe or other temperate climate.  
For Proposal Forms, rates, and full particu-  
lars, Apply to  
DODWELL & CO., LIMITED.  
Agents  
Hongkong, 9th November, 1899. [3-a1873

**HOTELS.**

**HONGKONG HOTEL.**

A First Class Hotel in every respect  
Elegantly Furnished Reading, Music, and  
Smoking Rooms.  
Dining Accommodation for 250 persons.  
Hydraulic Elevators to every floor.  
Cuisine of the best.  
Hot and Cold Water throughout  
Wines and Groceries imported specially from  
Europe and America.  
Electric Lighting in the Billiard Rooms.  
Wines, &c., cooled by Refrigerator.  
All Hotel Linen washed on the premises by  
Machinery.  
Bedroom Accommodation—132 rooms.  
Fire Extinguishing Mains on every floor  
CHARGES MODERATE. [144

**THE  
PEAK HOTEL.**

City Office: 7, Duddell Street. [1028  
**HOTEL CRAIGIEBURN.**  
PLUNKET'S GAP, The Peak, near the  
Tram Terminus.  
Tel. 58.  
For Terms, apply to the  
MANAGER.  
Hongkong, 2nd July, 1900. [1029

**THE WAVERLEY HOTEL.**  
ICE HOUSE STREET, HONGKONG.

**FIRST-CLASS PRIVATE HOTEL.**  
Handsome Furniture and Exceedingly  
Spacious Rooms.  
Very MODERATE TERMS to FAMI-  
LIES, by the DAY, WEEK, or MONTH.  
SINGLE ROOMS from \$2 a day, inclusive  
of BOARD and ATTENDANCE. [45

**THE CONNAUGHT HOTEL.**  
A FIRST CLASS HOTEL of 45 Bed-  
rooms, elegantly furnished.  
The Hotel is situated near all the Banks and  
Principal Offices in the Colony.  
Special Attention paid to the Comfort of  
Guests.  
Cuisine excellent; under Experienced Ma-  
nagement.  
Terms Moderate. A. FONSECA,  
Manager.  
Hongkong, 1st December, 1899. [46

**KOWLOON HOTEL.**  
THIS HOTEL is situated in a quiet  
locality, away from the din and distur-  
bance of the City, and surrounded by a deligh-  
ful Garden. It is an ideal place of Residence.  
The building stands on an eminence, giving a  
magnificent view of the Harbour and the  
City of Victoria. It is within easy access of  
the Kowloon Wharves, where the principal  
Mail Steamers disembark Passengers, and from  
which there is a regular ferry service to Hong-  
kong.  
Bowling Alleys and Billiards.  
The Cuisine is Excellent.  
J. W. OSBOURNE, J. H. DOWNS,  
Proprietor, Manager.  
Hongkong, 8th September, 1900. [3096

**HING KEE HOTEL.**  
(ESTABLISHED 1873)  
**MACAO.**  
THIS First class and well-famed establish-  
ment is pleasantly situated in the centre  
of PRAYA GRANDE, facing south, with a  
charming view of the sea on the front. Com-  
fortable and well furnished Bedrooms.  
Cuisine Excellent. Prompt Attendance.  
Terms Very Moderate.  
L. HING KEE, Proprietor.  
Telegraphic address "Hingkee" [1919

**NOUVE.**  
STEAMERS calling at Amoy can be supplied  
with the highest class of JAPANESE  
BUNKER COAL.  
For terms, &c., apply to  
LAPPAK, CASS & CO.  
Amoy, 10th October, 1900. [2089



## INTIMATIONS.

### BROWN, JONES & CO.

#### MONUMENTAL SCULPTORS.

AMERICAN MARBLE.  
ITALIAN MARBLE.  
HONGKONG GRANITE.  
Designs and Prices on application.  
Office, 17A QUEEN'S RD. CENTRAL, 1ST FLOOR.

## A. S. WATSON & CO.,

### LIMITED.

## SPECIALITIES FOR THE

### SEASON.

## PORT WINE

### AND

## SHERRY

of the finest Vintages.

## CLARETS

including Wines from the most celebrated Chateaux.

## SCOTCH WHISKY.

Our Whiskies are so well known and appreciated that comment is unnecessary.

## CONFECTIONERY.

Imported from the leading London and Parisian Houses.

## COGNAC BRANDY.

Hennessy's finest productions.  
Quality guaranteed.

## AERATED WATERS

Absolute purity guaranteed.

## A. S. WATSON & CO.

### LIMITED.

TUE HONGKONG DISPENSARY.  
ESTABLISHED 1841.

**MARRIAGE.**  
At the Peak Church, on Thursday, the 13th December, 1900, by the Rev. F. T. Johnson, M.A., ROBERT FARE DUFFY, of Shanghai, to LOUISE JENNY ELLIOTT, only daughter of W. J. H. ELLIOTT, of Woodlands, Hampshire.

## The Daily Press

HONGKONG OFFICE: 14, DES VUEX ROAD CL.  
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, December 15th, 1900

ALTHOUGH, compared with the old empires of Egypt and Babylon, China is but a thing of yesterday, she may yet claim a reasonable antiquity. It is true that the great Emperor TSIN SHIH-WANG first amalgamated the whole into a single state some two and a quarter centuries before the Christian era, but every schoolboy in China knows that for centuries antecedent there existed numerous kingdoms, which, although not always in harmony, still claimed a common descent, and had in this a common bond of union like that that prevailed in old Greece when the curtain of history first opens. China possesses a literature claiming to be of ancient date, and there are undoubted fragments which go back as far as the times of HOMER, and which, though unfortunately overmuch "restored" some two thousand years ago, do throw some light on the antiquities of the land. In these respects China is to the historian fortunately situated when compared with Babylon and Egypt, or even old Greece. As a people the Chinese have, in outward show at least, an exalted reverence for antiquity, and quote as models of government in the present day facts and opinions alleged to be thousands of years old. WUX WANG, for instance, even then a shadowy sovereign as VOYAGERS to the present generation of Englishmen, was boldly quoted by the sage Mencius as an example of all that a monarch should be, and rules of governance within, and precedents for foreign intercourse without, were drawn from his supposed administration of an assumed Empire. With all these things in view, we might with confidence expect to be able to turn to China as *par excellence* the land where antiquities were carefully guarded, and the highest respect was paid to the remains of

antiquity. It is one of the most remarkable things connected with a remarkable people with whom duality is a primary instinct, that in nothing is the strange gulf which in China exists between precept and practice more clearly exhibited than the contempt with which, in the face of the most exalted professions to the contrary, the Chinaman treats the few remains of antiquity he has permitted to survive. All Europe when the news came to it of the sacking and destruction of the Summer Palace at Peking was shocked at the vandalism of the deed. Not so the Chinaman, who, until prompted by his Western instructors, saw nothing in it he would not himself have done, without a momentary thought that the damage he was doing was irretrievable, and that the crime was against human nature itself. No one is readier than the average Chinaman to unite the pretence of the most lofty sentiments with the practice of the meanest vice. Alone perhaps of human beings, he is able to profess belief in three incompatible religions, while practising none. It was an apt illustration of this peculiar phase of Chinese character that, while the handful of foreigners shut up in the British Legation grounds in Peking, expecting daily to be barbarously murdered did their assailants once get an entrance, were hesitating in their respect for the records of the past to inflict any damage on the buildings containing the library of the Hanlin College, the Chinese in their indifference to anything else than their momentary passions deliberately set the torch to a library which in China occupied the place of the great historical collections at the British Museum or the Louvre. As a fact, the destruction of the building really added to the strength of the foreigners' position, but that is neither here nor there in the argument, as the destruction proceeded from no such benevolent cause. If, turning away from this latest instance of the national disregard for its antiquities, we look abroad through the empire, the total absence of any visible record of the past is as complete as in the islands of the Pacific, where want of space has been the enforced cause of the occupation of every available inch of ground. Want of space is, however, not the cause in China, where nothing is so remarkable as the encumbrance of the soil with the remains of the past generation, only after the lapse of the next two or at most three generations, to be destroyed, and with as little compunction as may be ousted, to make way for those who followed, and whose influence for mischief in the family position may still be potent. Even the savages who lived in past ages along the coasts of the Atlantic Ocean have left their remains in long mounds which subsequent ages have for the most part respected, and in which the explorer of the present can find interred a rough history of the past. In the ruins of Egypt and Mesopotamia the modern historian has been able to carry authentic history back for a space certainly approaching six thousand years, and much knowledge as to the progress of civilisation in the past has been thereby accumulated which otherwise would have been lost. In the buildings of these and many other nations the makers had ideas beyond the mere moment, and the hope of handing down their history to succeeding generations, long after their own had passed from view, was over the predominant feeling. They in fact devoted of their best to futurity, and nothing in the way of art nor expense was too good to be employed in these monuments, which now, after a lapse of thousands of years, are beginning to yield up to modern exploration their treasures. Even when we come to India, late though the period of writing came into vogue, we find the same care taken on their monumental works, and if we cannot from the monuments learn the secrets of written history, we can at least judge of the condition of the arts at successive periods. When we come to China, alone of all the nations pretending to antiquity, an utter absence of any feeling of the sort meets us. Chinese art from the beginning has been mere shoddy, and the spirit of the jerry-builder has presided in the erection of the stateliest edifices. The consequence is that we seek in vain for any edifice more than a most, a century or two old. The city of Tientsin has existed on its present site for probably the last three thousand years, yet we search in vain for a stone or an inscribed brick extending even to the time of the Ming. According to MAO POLO, Ching-kiang in his days was the seat of an important Christian community, yet not one trace is left. The only remaining monument of the former prevalence of this faith is the steeple at Hsianfu, yet within the few years that it has been disclosed it has been permitted from sheer carelessness to drop into decay. A yamen or a temple once built, and built, be it observed, of the shoddiest of materials, is never repaired till it falls of sheer decay, and in its decay instead of a noble and picturesque ruin such as we find in nearly every village in the West, presents in nearly every village in the West, presents nothing more graceful than a heap of rubbish of bricks and plaster mixed with a few

rough and rotten poles no better than we might expect to find from the decay of an ordinary farm building. A few rifled mounds, given over to the agriculturist to do his worst for, are all that remain of the tombs of the ancient monarchs of Ts'i, who, if they had no other recommendation, are of interest in connection with the Chinese sage, Confucius, and a few nearly levelled tumuli are all the external evidence remaining in lower Kiangsu of the once important kingdom of Wu, to which Japan owed its earliest lessons in civilisation.

The telegram from our London correspondent which we publish in to-day's issue throws some light on the report that the Allies have rejected the mediation of Li HUNG-CHANG as peace-negotiator. The story in deed in its first and unmodified form seemed improbable, for it could hardly be imagined that the Ministers representing the Powers at Peking would wait for months before objecting altogether to one of the two negotiators nominated to act for China. Suggestions to add members of the reactionary party to the Chinese plenipotentiary body were rejected summarily at the beginning of the discussion on terms of peace. Li HUNG-CHANG's appointment, it is true, was then hotly opposed by a great number of residents in the treaty ports, but the official view, which seems to have been that the present Viceroy of Chihli was the only man of sufficient weight to represent China in a discussion with the Powers, prevailed, and Li HUNG-CHANG was associated with Prince CHING, the only possible candidate among the Princes, on the showing of all the Ministers at Peking. We cannot conceive that the Allies would at this date reject Li altogether, unless indeed he were discovered to be in secret communication with the leaders of the Boxer movement, now disowned (on paper, at least) by the Imperial Government. Our London telegram, however, explains the difficulty. We were told at the beginning of the month that the Foreign and Chinese representatives had met on the 3rd instant to examine one another's credentials. We now hear that some of the Foreign Ministers refuse to recognise the credentials of Li HUNG-CHANG and Prince CHING until there is affixed to them the private seal of H.M. the Emperor KWANG HUI. The request for the Emperor's direct recognition is not only reasonable, but necessary. It is a matter of historical experience that in dealing with the Chinese Government it is impossible to have too many securities. More especially is such a precaution essential in the present case, when the Powers seem to be on the eve of obtaining a more rational system of intercourse with the head of the Chinese Empire. The objection of the Ministers to plenipotentiaries without their sovereign's fullest sign of recognition is a vital one. What really is worthy of comment in Mr. Conger's despatch is that it is only "certain of the Ministers at Peking" who insist on the affixing of the Emperor's seal. The others, it is to be feared, are continuing in that policy of weakness which can only raise unjustifiable hopes among the Chinese. If there is any matter on which unanimity among the Allies is desirable, it is on the question of the absolute *bona fides* of the Chinese representatives. [As we go to press the news arrived that the Imperial seal is to be affixed to the credentials.]

We learn that the Robinson Piano Co., Ltd., are arranging a concert to take place in Canton on the 20th inst., at which Mr. Alec Marshall is announced to appear, assisted by several of the leading amateurs of Hongkong.

Next to the Harbour, in which 70 cases were found during the year, the greatest numbers of dead bodies of plague sufferers found were—Yanmat 43, Praya Reclamation Central 15, Kowloon Point, Mongkoktan, and Hung Hon 14 each, Praya West 13, Canton Wharf and Queen's Road East 12 each.

Dr. Francis Clark mentions in his report on this year's plague epidemic at Hongkong that early in the year the Government procured a considerable quantity of Haffkine's prophylactic serum, but unfortunately it has not been found possible to persuade many of the Chinese to accept protection in this form.

We are requested by the commandant of the Hongkong Volunteer Corps to say that he hopes that all employers in whose establishments members of the Corps are employed will kindly release them, or as many of them as possible, from duty by 1 p.m. to-day, in order that they may take part in the Field Day with the Regular Troops of the Garrison.

Mr. A. G. Ward, the talented organist of St. John's Cathedral, has just composed two very pretty waltzes, one of which will be sung at the close of evening by the choir of Sunday next. The second hymn will be sung on the Sunday following. Mr. Ward has composed some excellent church music, his *Te Deum*, for example, which is one of the best in the repertoire of the Cathedral choir, and was originally composed for a festival of choral in Oxfordshire. It is to be hoped Mr. Ward's music will not only be sung, but that it will be a good work in this beautiful art of composition of church music.

The annual bazaar in connection with the *Asile de la Sainte Enfant* was well patronised yesterday by the ladies of the colony. It will be open again to-day.

The Hon. Treasurer of the Alice Memorial and Netherland Hospitals begs to acknowledge with thanks the following donation to the funds of the Hospitals:—Parsee Charity Fund, \$100.

The tank steamer *Sabine Rickmers*, which had been filled as far as she could hold with water, commenced to discharge the same at about three o'clock yesterday afternoon with the view of raising the *Frederick Canton River*. Up to the present the *Sabine Rickmers* has risen three feet. So far the operations have been very successful.

In reference to the reported Anglo-Portuguese alliance, a correspondent writes to us from Macao under date the 14th instant:—For a few days past there has been a rumour current at Macao that H. E. the Governor has received a cable to the effect that a treaty of alliance, defensive and offensive, had been settled between Britain and Portugal.

According to the *Lancet*, perhaps nothing that the South African War has demonstrated has been more marked than the important part which tobacco plays in the soldier's existence. Whether this is to be reckoned as a great fact or a small one, there can be no doubt about the truth of it. We are inclined to believe that, used with due moderation, tobacco is of value second only to food itself when long privations and exertions are to be endured.

A strange experiment in the feeding of an army is being made by the American War Department. Twenty-five men and some food capsules are at Oklahoma. The men are being put through warlike evolutions daily, and they are living on the capsules, a pound of which is allowed each man daily. There are three varieties of capsules, one consisting of evaporated beef and wheat, which is boiled up into soup with chocolate, pepper, and salt; another of meat, bread, and tea; and the third of pea-flour, evaporated beef, and bacon. The men will be carefully watched for a month.

We believe, says the *Standard*, that the recent high price of coal is due chiefly to three causes:—the industrial activity which makes use of greater quantities, the increased export, and the cost of inland transit by rail. The first cause, we believe, will be largely nullified by the greivous use of electricity. The second seems to have a comparatively slight effect, and in any case it is not a thing which we can remedy without compensating disadvantages. The third is a matter which calls loudly for reform, and it is in the interests of the railway companies themselves to remedy it, for the high price of coal to which they contribute must result in an increase of their own working costs. Meantime there is always the ultimate check upon an advance in price in the growing exportation of foreign coalfields. It is worth noting that many of the richest fields are in our own colonies, so that if the balance of trade is to be redressed, the means of redress may come from within the limits of the Empire.

The U.S. Consul at Bangkok says of the recently established Japanese Museum of Commerce there that it is proving an increasing success. The Oriental merchant, he says, has little use for catalogues, price lists, and pictorial advertisements. He objects to the commercial traveller for the reason that his samples go with him, and he leaves nothing to enable the purchaser to compare the goods delivered with those ordered. At Bangkok, the samples can be inspected and the goods compared with the samples; the merchant can deal with a firm that is established in his city, and the goods are not to be paid for until he is satisfied that they are what he ordered. The straightforward manner of fixing the purchasing price appeals both to the Eastern and Western mind. The patrons of the museum are by no means confined to the mercantile class, and the European population of the city are availing themselves in no small degree of this opportunity of doing business with a splendidly stocked Japanese bazaar.

The *Foochow Echo* of the 8th inst. gives an account of the athletic sports at that port on the 6th, which was quite a gala day for Foochow. The whole of the community, men, ladies and children, a contingent of some seventy men from H.M.S. *Mohawk*, and several hundreds of Chinese, were all down on the recreation ground enjoying the sports in the finest of fine weather. The committee consisted of Messrs. Ramsay, Simpson, Brockett, Rogers, G. Greig, B. Greig, Balloch, Lachlan and Shearer. Mr. W. A. E. Knight acted as starter and Messrs. Baker and Galt as judges. Mr. Wallace, the Hon. Secretary and Treasurer of the Foochow Cricket and Lawn Tennis Club, was of course present and kept very busy throughout the afternoon. Twelve items were on the programme of a most varied nature, the list of which, a tug-of-war between H. M. S. *Mohawk* and Foochow, was won, after breaking one rope and having a good tussle, with a second one, by the naval team. The afternoon was a great success. It is impossible to say whether it was enjoyed most by the Foochow community or by their visitors from the *Mohawk*. The prizes were presented by Mrs. O'Brien Butler. Our Foochow contemporary has also the following item:—The installation of the W.M. of the Foochow Lodge took place on the 6th inst. The following are the officers for the ensuing year:—W.M., E. Wooley; 1. P. M., G. Balloch; S. W., C. Gray; J. W., T. Kinsman; Chaplain, S. L. C. Gray; P. M., Treasurer, C. Shearer; Rogers; P. M., Secretary, W. A. E. Knight; S. D., H. Knight; J. D., C. Rossmann; T. G., G. Anderson; Tyl, D. Silver.

## TELEGRAMS.

### "DAILY PRESS" SERVICE.

### THE CRISIS IN CHINA.

[FROM OUR CORRESPONDENTS.]

SHANGHAI, 14th December, 8.37 p.m.

### EMPEROR'S SEAL TO BE AFFIXED.

An Imperial Decree authorises the Chinese plenipotentiaries, Prince Ching and Li Hung-chang, to place the Imperial seal on their credentials.

### GERMANS ROUT GENERAL MEI.

Tientsin telegraphs that the Germans have routed General Mei at Tangchow, looted the baggage, killed forty-three, and have released some notorious Boxers whom he imprisoned, which the British greatly regret, General Mei having steadily suppressed the Boxers and befriended missions.

### FRENCH REPORTED MARCHING ON TAIYUANFU.

Chinese official telegrams report that a French force is marching on Taiyuanfu.

### LI HUNG-CHANG SANGUINE OF PEACE.

Li Hung-chang telegraphs to a prominent native banker here that the prospect of peace is nearing.

LONDON, 13th December, 9.10 p.m.

### THE PEACE NEGOTIATORS—A QUESTION OF CREDENTIALS.

Mr. Conger reports to Washington that certain of the Ministers at Peking have refused to recognize the credentials of Li Hung-chang and Prince Ching until the Emperor's private seal is affixed.

### THE ANGLO-PORTUGUESE AGREEMENT.

LONDON, 13th December, 9.10 p.m.

It is reported that an Anglo-Portuguese Agreement has been arrived at which concerns the question of Delagoa Bay.

### REUTERS' SERVICE.

LONDON, 14th December.

### PARLIAMENT.

Mr. Brodick, introducing the supplementary war estimates of £10,000,000, said he was unable to anticipate any reduction of expenditure before 31st March, as the war must be continued with the strongest possible force. He regretted that it was still impossible to withdraw the troops and Volunteers. The vote was adopted.

### MR. KRUGER IN HOLLAND.

The Dutch Government has informed Mr. Kruger that Holland is unable to do anything unless the Powers took the initiative.

### THE SUPPLEMENTARY WAR VOTE.

The supplementary war vote includes £500,000 for China. Sir Michael Hicks Beach stated that he had 53 millions unexpended and asked for authority to borrow 11 millions.

### LOCAL MOVEMENTS.

H.M.S. *Dido* arrived from Weihaiwei yesterday.

The British transport *Ezra* has returned from the north.

### TO-DAY'S SHAM FIGHT.

The general idea of the tactical exercises in which the local Volunteers will take part to-day is given as follows in the General Orders:—An enemy's force is reported to have arrived in transports off Mim Bay, and to be landing troops at Shat'in. His advance guard is reported to be on the march by the New Road, with the probable intention of shelling the Cosmopolitan Docks, and possibly advancing on Kowloon. Dispositions will be made to secure the situation. Colonel Brown, C.R.E., will command the attacking force, Lieut. Colonel Hon. R. B. Bertie the defenders.

The corps will land at the pier near the Kowloon Oil Tanks, between Yauwatt and Ly. Chi-Kok and under command of Lieut. Colonel Bertie will attack the right flank of an army on the hills above.

### LATEST STEAMER MOVEMENTS.

The C. P. R. steamer *Empress of India* arrived at Vancouver at 2 a.m. on Thursday, the 13th inst.

The N. Y. K. steamer *Kagoshima Maru* (Bomby Lane) left Bombay via ports for this port on the 13th inst., and is expected to arrive here on the 24th inst.

The H. A. L. steamer *Bombay* from Hamburg, left Singapore for this port on the 18th inst., and may be expected here on or about the 10th inst.

## OCCASIONAL NOTES.

From various sources, Mr. Editor, we hear a lot of satisfaction expressed at the Anglo-Portuguese "Alliance," "Treaty," or "Agreement," as it is variously called. Some, however, look only for a renewal of former pledges of amity after the straining of the situation down at Delagoa Bay; others talk of an offensive and defensive alliance. The latter suggestion is a little excessive. It is not likely that the home Government is at the present moment going to break away from the policy of "glorious isolation"—the expression has grown tedious, but it is conveniently short, so I make no further apology for employing it—and we may dismiss this alternative. But it is probable that there is more in the demonstration of the British fleet at Lisbon on the 5th inst. than the mere wish to show that a friendship of long-standing between the two countries is still unimpaired. There undoubtedly has been considerable friction about the action or rather inaction of the Portuguese authorities at Delagoa Bay, as well as over the Delagoa Railway arbitration, and it is not a very bold guess which assumes that there will be something in any new understanding between Britain and Portugal about the important Portuguese possession in South-East Africa. This is especially probable at a time when we are working hand in hand with Germany, who is next most interested in the Bay after ourselves, and with whom some sort of agreement on the question was arrived at in 1888. But apart from all consideration of affairs in Africa, it is gratifying to know that the mother countries of Hongkong and our neighbour Macao are on such excellent terms.

Imagine that your correspondent of the 12th inst., who wrote of the fire of Sunday evening at Beconsfield Arcade under the pen-name of "Bluejacket," had many sympathisers. I thought myself as I read the remarks of the fireman of eight years' standing that our sailors and soldiers, who worked so hard, not merely to the detriment of their Sunday clothes but at the actual risk of serious injury, had been rather ungratefully treated. They at any rate did their best to combat the flames in the absence of our fire-brigade. They are accused of too much zeal, of "interfering" in fact, but this and all the confusion which was so rife at the time were due to the absence of any controlling authority. A fire-brigade can no more run itself properly than can a mob. Some explanation is wanted—I am not alone in saying this, I have heard the remark from innumerable people of the absence from the spot of anyone competent to direct and guide operations. So far as I know, no such explanation has been vouchsafed. I suppose we shall see one in the report of the Brigade next year.

The subject of sailors and soldiers recalls to memory the recent street disturbances between the representatives of various countries who have come into collision with one another in this port and others in the Far East. Happily the troubles have subsided here—chiefly because some of the late combatants have gone to other scenes. So too in Shanghai order seems to have re-established itself. The participants in the rows have let us hope, returned to their senses. Considering the undoubted ill-feeling and jealousy which have marked this "international parade" in China, it is perhaps rather creditable that nothing beyond a few street disturbances has resulted from the high state of national feeling. Consider, municipal and military authorities alike have displayed forbearance and tact, and if consequences the wilder spirits have been suppressed. It is satisfactory to know that those in authority have recognised the advantages of mutual concessions and so averted any real quarrel. From all accounts matters have not passed off so smoothly in North China, a fact which may have more bearing than we imagine on the progress of negotiations.

The refuse destructor was very much in evidence (in the spirit) at last week's meeting of the Sanitary Board. Many of us wish that it were in evidence also in reality. We have had enough diseased cattle and swine buried on this island, and the plan of dropping their carcases in the sea did not inspire enough enthusiasm in the past to induce us to welcome it back. Apart, however, from the question of the disposal of these unpleasant bodies, is there not more to be done in the way of getting rid of rubbish in some parts of the city? I suppose we must put up for some years more with the condition of the Harbour frontage from Pedder's Street westward, but I find it hard to suppress an expression of disgust whenever I return from Macao and take a risk-ship from the wharf to the centre of Victoria. This will be changed one day, no doubt. It is gratifying to think what a pleasant and imposing place Hongkong may look in the future, when the present generation are all dead. Our successors may see on landing a well-kept sea-front permanent wharves and piers, with possibly roofs over them; further on there may be adequate public buildings; and even a Post Office worthy of the name—but not this is too Utopian, and after all it will not matter to us.

### OBSERVER.

In his annual report to the U. S. Government, General Randall, commanding the Department of Alaska, has this to say regarding relief to white men who ventured into Alaska: "I am of the opinion that it would be a mistake for the Government to give any general aid in the venturesome class of white men who come to Alaska. About 300 have been seen on transports and other vessels this year, many more will be sent before the close of the season. The conditions are now generally favourable, though the States and the Government of Alaska are returning to their homes in case of failure has without doubt been the most hopeful prospect in view to a considerable number who have come to the country since 1897, and especially in the recent rush to Nome."











*[Faint, illegible markings]*



**THE PHARMACY,**  
10, QUEEN'S ROAD CENTRAL,  
HONGKONG.

**DISPENSING CHEMISTS.**

DRUGGISTS' SUNDRIES, TOILET  
REQUISITES, PERFUMERY,  
WINES, SPIRITS, CIGARS.

**LANDOLT & FLINT, COM-  
MISSION AGENTS.**

**PURVEYORS TO THE  
FRENCH NAVY.**

**SPECIAL ANNOUNCEMENT!**

# **FIFTY-TWO SHORT COMPLETE STORIES FOR 1901.**

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From JANUARY to MARCH, 1901,  
the following will appear —

MORLEY ROBERTS, "The Peace of Ephraim."  
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R. W. CHAMBERS, "The Market Hunter."  
HELEN MATHERS, "At the Sign of the One  
Pound-Note."  
HOWARD FRANK, "A Cargo of Tulips."  
E. EVERETT GREEN, "Sir Oliver's Hobby."  
REV. S. BARING-GOULD, "A Dartmoor Idyll."  
LUCY HARDY, "Supposed to have Foundered  
at Sea."  
JOHN FOSTER FRASER, "The Transformation  
of Theresa."  
THE QUEEN OF ROMANIA, "Decolleté's  
Daughter."  
H. J. ASHCROFT, "My Sailor Boy."  
FRED WISHAW, "The Tontine of the Loyal  
Uphires."  
BLANCHET WILLS CHANDLER, "A Person's  
Introduction."

R. W. CHAMBERS is the powerful novelist  
whose "The Red Republic" created much  
interest; HELEN MATHERS is a most brilliant  
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an enthusiastic constituency; THE QUEEN OF  
ROMANIA is represented by a most pleasing  
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welcome old favorite; HOWARD FRANK is  
known as "The Northern Kipling"; H. J.  
ASHCROFT is a new novelist of exceptional  
promise; and JOHN FOSTER FRASER con-  
tributes one of his strong stories.

## **THE MOST PRESSING REFORM IN THE NAVY.**

BY  
SIR JOHN COLOMB, K.C.M.G., M.P.

I confess I do not like the word "reform"  
applied to the naval service. It implies a root-  
ing-up of the old order of things, and the set-  
ting-up of some system entirely new. The  
conditions of the service are complex, and its  
present constitution is the product of centuries  
of evolution. Certainly I am no advocate of  
sudden revolution in the navy, but I feel of  
this that the organisation and training of the  
naval service is not up to date. I am the more  
free to declare that opinion owing to twenty-  
nine years having passed since I ventured to  
point out at the United Service Institution how  
the advance of mechanical science must affect the  
organisation and training of the personnel of  
the fleet. At that time the fleet was composed  
entirely of rigged ships. Now all effective  
fighting ships are mastless. That change has  
been a revolution, not a reform. During the  
same period, however, there has not been such  
marked changes in organisation and training as  
to justify the use of the word "reform" in de-  
scribing them. The principles of organisation  
adapted to a sailing fleet remain in full force  
and effect while the method of training officers  
and men for the service of the fleet is, at last,  
a matter of hot dispute between all the most  
distinguished admirals. The only points  
upon which all naval officers agree is that  
"sea-men" should be more at sea, and that  
the most important factor in the fighting effi-  
ciency of the fleet is the "man behind the gun."

Those who have followed the controversy  
cannot fail to observe that the "steam-men,"  
that is the engineers, the artificers, and the  
stokers, are really at the centre of the argu-  
mentative circle, round the circumference of  
which the dispute runs. But little heed is  
taken of that fact, or at all events, it seems  
generally overlooked, that the "steam-man" has  
nearly the most important place in the ship  
which was formerly occupied by the "sea-man."  
It is also a very curious feature of all these  
discussions that there is no common agreement  
among naval officers as to what a "seaman"  
really is, or should be, in these days of mastless  
ships, where everything is worked by machinery.

Before the question of "the training of sea-  
men" can be usefully discussed, a clear definition  
of the term is required. That is exactly what  
the naval authorities who engage in the con-  
troversy seem unable to give us. One officer says  
there is a great difference between a "seaman"  
gunner and a "sea gunner," and asserted that  
a "seaman gunner" could only be made by  
giving him preliminary training aloft with  
masts and yards. Then again, Admiral  
Fitzgerald says, "The sailor as we have hitherto  
known him cannot survive long, as there is no  
place for him on board a modern man-of-war."  
Admiral Sir Gerard Noel is all for masts and  
yards training, and he tells us, "To a seaman,  
the fact of being at sea in a steamship  
means that he has rather less to do than  
when his ship is in harbour," and further,  
"the seaman worthy of the name goes about  
envying the stoker who has something  
useful to do." The following further quotations  
from most eminent naval authorities will show  
what we have come to. The Admiral at the  
Nore says, "The British bluejacket is the worst  
boatswain in the world." The late Commander-  
in-Chief of the Mediterranean fleet declares  
"that our men of war are not half as much at  
sea as they ought to be, and that even the gun-  
nery of our seamen is very far from satisfactory."  
The late Commander-in-Chief at Devonport is  
apparently of opinion that do what you will  
"the seamen of the present day would not take  
that real interest in seamanship they took in  
the past."

The present state of affairs in the Navy has  
been tersely and truly described by the most  
able lay authority on naval matters, Mr. J. B.  
Thursfield. "The country," he says, "has  
given to the service a new navy of unexampled  
strength and efficiency in material. For its  
personnel, on the other hand, it has given it no  
commensurate training." For my own part, I  
think he might have added—nor adapted its  
organisation to modern requirements. It is  
impossible here to discuss further the question  
of training. Sufficient to observe that there  
seems to be a consensus of opinion that the  
present system is unsatisfactory and needs re-  
form. For my own part, while I think it desir-  
able that our officers should have prelimi-  
nary training in sailing ships, I altogether dis-  
pute that such training is necessary for the "man  
behind the gun." If the advocates of masts and  
yards training for men desire to reproduce the  
"ideal seaman" of the past, they should show  
that he is exactly the type of man suited to the  
present. Even then they must propose some  
employment for him in a mastless ship, and so  
prevent his having to wander about ships at  
sea "envying the stoker who has something  
useful to do."

As regards the training of the "Execu-  
tive branch" of the Navy, which numbers  
only 40 per cent. of total personnel of the  
fleet, it must be remembered that the com-  
batant force of the fleet is a composite  
body, partly bluejackets and partly marines,  
the proportion being roughly about 2 bluejackets  
to 1 marine. The marine element is itself a  
composite force of Artillery and Infantry. The  
men of both branches are trained sea gunners,  
but the Artillery man receives the most elab-  
orate and expensive training in all land, as well  
as sea, ordnance. It must be noted that in cal-  
culation percentages, "boys" under training for  
the executive branch are excluded. Bluejackets  
and marines, being the combatant branch of the  
naval service, fight the guns and use the weapons  
of the ship. The schools of gunnery training  
for bluejackets, marine artillery and in-  
fantry alike, are on shore. The course of artillery  
training at these schools on shore is longer and  
more elaborate in the case of the marine artil-  
lery than that of the bluejacket. The blue-  
jackets, marine artillery, and marines, are all  
"sea gunners." The relative amount of sea  
experience of either of these three classes  
of "sea gunners" is a matter of accident. At  
the same gun in a ship, the marine artillery-  
man or infantryman may have, and often has,  
more sea experience than the bluejackets.  
Except as regards dress and name, mastless  
ships have abolished these marked differences  
which formerly existed between the bluejackets  
and marines. In the uniforms they are now  
more imaginary than real, but taken col-  
lectively the great difference lies in this—that  
the officers of the bluejackets are trained  
to handle ships, those of the marine service are  
not. Now it is curious that the youthful naval  
officer from the date of his being attached to  
the Gunnery branch of the Royal Navy ceases  
to keep regular watches, and never navigates a

vessel until he approaches middle age, and  
rises by seniority to command a ship. The  
theory and practice is this—that the experience  
he has gained in his "toys," and his subsequent  
opportunities of observing how ships are  
handled by his brother officers, who are not  
gunnery officers, suffices to qualify him fifteen  
or twenty years later to command and take  
charge of a ship.

The case of the officers of the torpedo branch  
is precisely similar. The service generally  
seems perfectly satisfied with the system, and  
evidence is thus afforded that steam and machi-  
nery have made the handling of a ship so  
simple a matter, that persistent and continuous  
training may not be necessary to qualify for  
command of our war vessels.

But the revolution in ships has ousted both  
bluejackets and marines, and replaced them  
with units of the engineer branch. Forty years  
ago when the fleet was composed of rigged  
ships, 80 per cent. of the personnel were blue-  
jackets and marines, i.e. 50 per cent. bluejackets  
and 30 per cent. marines, only 8 per cent. of  
the total personnel of the fleet belonged to  
the Engineer branch. Now only 60 per cent.  
are bluejackets and marines, i.e. 40 per cent.  
bluejackets and 20 per cent. marines, and the  
Engineer branch now forms 26 per cent. of  
the whole instead of 8 per cent. This process  
is still in progress. Yet the naval service and  
public at large are much more concerned in making  
provision for a great reserve of "sea-men" than  
of engineers, artificers, and stokers. Such is  
the force of naval tradition in the service and  
out of it.

The one thing clear, in the present state  
of things in the naval service, is the necessity  
of keeping our ships more at sea, and more  
constant practice of gunnery at sea. The  
first condition is easily fulfilled, but the second  
presents inherent difficulties. We cannot  
keep the whole of our fleet in commission,  
while we must have fully trained men always  
ready to man the vast number of ships in reserve.  
Naval officers prefer "sea gunners" to blue-  
jackets rather than marine artillerymen. It is a  
natural professional prejudice, nothing more,  
plainly shown to be so by official Returns. These  
show that when fair competition between blue-  
jacket "sea gunners" and marine "sea gunners"  
has taken place by prize firing at sea, the  
marine wins more money per head than the  
bluejacket. Nevertheless no naval administra-  
tor can ignore a prejudice so strong.

The pressing reform therefore appears to me  
to be to give more sea training to the bluejackets  
as well as to the marines. For this reason do I  
advocate keeping the marine forces more in  
reserve, by garriking the naval bases and  
coaling stations abroad with marines under  
the Admiralty, and at the disposal of the Ad-  
miral on the stations. This was the policy so  
strenuously advocated by Sir James Graham—  
twice First Lord of the Admiralty. He insisted  
there was no difficulty in garriking the naval  
ports with marines and keeping the force still  
efficient as marines by working them round in  
rotation in the ships. Had this system been in  
operation on the China station, the Admiral  
would not have had to destroy the fighting  
efficiency of his ships to provide a force of less  
than 750 men for shore service. He would have  
brought his marines up from Hongkong when  
things began to be critical, and thus have been  
able to provide a landing force, while keeping  
his ships intact.

Lord St. Vincent strongly advocated fitting  
the army through the fleet as marines, and as a  
reserve for the sailing navy. The policy that  
great Admiral and administrator urged should  
be applied on a gigantic scale in days of  
sailing ships and pure seamanship. I venture to  
say, can be carried out on a small scale in days  
of mastless vessels and "steam-man-ships." I  
would substitute marine garriking controlled by  
the admirals on the spot at our naval bases and  
coaling stations abroad, for the present army  
garriking under the control of the War Office  
in London. I go further and say it is the  
"most pressing reform required in the Navy,"  
and offers to be of infinite advantage to the  
Army.

JOHN C. E. COLOMB.

MR. H. RUTTONJEE.

To successfully cater for the hordes at Christ-  
mas requires somewhat of a master mind,  
for there is an almost endless variety of wants  
necessary to complete the seasonable meal. Then  
Santa Claus requires a lot of attention between  
the stockings and nothing must be wanting  
to bring up the order of time. From the  
steaming roast beef and plum pudding down to  
Tom, Smith's, Christmas crackers is a long  
reach, and the busy housewife has all her work  
planned out to see that the wants of the family  
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the word. There must be forethought on the  
part of the provider as well as on the part of  
the consumer. The caterer must indent for  
his customer, and the latter in his turn must be  
discreet in his selection of the good things in-  
dented for. Mr. H. Ruttonjee has realised that  
something beyond the usual supply is requisite  
at the close of the year, and that is the time  
the steaming roast beef and plum pudding down  
to Tom, Smith's, Christmas crackers is a long  
reach, and the busy housewife has all her work  
planned out to see that the wants of the family  
circle are supplied. A steady forethought is  
necessary if the season is to be made what it is  
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## VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON	SOCOTRA	Brit. str.	—	T. H. Hild, R.N.E.	P. & O. S. N. Co.	To-day, at Noon.
LONDON, &c., via Ports of Call.	CLYDE	Brit. str.	—	A. L. Valentini	P. & O. S. N. Co.	On 22nd inst., at Noon.
LONDON	ACHILLES	Brit. str.	—	Bartlett	BUTTERFIELD & SWIRE	On 25th inst.
BREMEN, via Ports of Call.	ACHILLES	Brit. str.	—	Brown	BUTTERFIELD & SWIRE	On 26th inst., at Noon.
MAISELLES, &c., via Ports of Call.	PRINZ HEINRICH	Ger. str.	—	Durrando	MELCHERS & CO.	On 17th inst., at 1 P.M.
MAISELLES, LONDON & ANTWERP, &c.	ERNEST SIMONS	Fren. str.	—	G. E. P. Cook	NIPPON YUSEN KAISHA	On 28th inst., at Daylight.
HAVRE & HAMBURG via COLOMBO	SHINANO MARU	Jap. str.	—	Forst	CARLOWITZ & CO.	On 22nd inst.
HAVRE & HAMBURG	ARAGONIA	Ger. str.	—	Hempel	CARLOWITZ & CO.	On or about 30th inst.
HAVRE & HAMBURG	WITTENBERG	Ger. str.	—	Schmidt	CARLOWITZ & CO.	On or about 12th Jan.
HAVRE & HAMBURG	SAMBIA	Ger. str.	—	Müller	CARLOWITZ & CO.	On or about 22nd Jan.
NEW YORK via Ports and Suez Canal	SIBERIA	Ger. str.	—	Braun	CARLOWITZ & CO.	On or about 5th Feb.
NEW YORK via Suez Canal	HUDSON	Brit. str.	—	E. G. Warner	McGREGOR BROS. & GOW	Quick despatch.
NEW YORK via Suez Canal	VERONA	Ger. str.	—	Hansen	CARLOWITZ & CO.	On 17th inst.
NEW YORK	DEVONSHIRE	Brit. str.	—	Douglas	SHAW, TOMES & CO.	On or about 30th inst.
VANCOUVER, via SHANGHAI, &c.	R. MORROW	Brit. ship	—	H. Pybus, R.N.E.	ARNHOLD, KARBURG & CO.	Quick despatch.
VICTORIA, B.C., & Tacoma via SHANGHAI, &c.	EMPERESS OF JAPAN	Brit. str.	—	W. Frakes	CANADIAN PACIFIC R. CO.	On 19th inst.
VICTORIA & VANCOUVER, B.C., via SHANGHAI, &c.	GLENOLLE	Brit. str.	—	G. D. Bowles, R.N.E.	DODWELL & CO., LIMITED	To-day.
PORTLAND, OREGON, &c., via JAPAN, &c.	TARTAR	Brit. str.	—	J. McIntyre	CANADIAN PACIFIC R. CO.	On or about 31st inst.
SAN FRANCISCO via SHANGHAI, &c.	HONGKONG MARU	Jap. str.	—	—	ARNHOLD, KARBURG & CO.	On 18th inst., at Noon.
SAN FRANCISCO via SHANGHAI, &c.	CHINA	Amr. str.	—	—	PACIFIC MAIL S. S. CO.	On 27th inst., at Noon.
SAN FRANCISCO via AMOY, &c.	DORIC	Brit. str.	—	—	O. & O. S. S. Co.	On 5th Jan., at Noon.
SAN DIEGO, &c., via MOJOI, &c.	CARLISLE CITY	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 17th inst.
AUSTRALIAN PORTS	ROSETTA MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 28th inst., at 4 P.M.
YOKOHAMA & KOBE	TAIWAN	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 19th inst.
NAGASAKI, SASEBO, KOBE & YOKOHAMA	KAWAGAWA MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 21st inst., at Daylight.
NAGASAKI, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 21st inst., at Noon.
SHANGHAI	LYEEMOON	Ger. str.	—	—	EAST ASIATIC TRADING CO.	On 17th inst., at 5 P.M.
SHANGHAI, KOBE & YOKOHAMA	TAIWAN	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 17th inst.
SHANGHAI	KINSHU MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 22nd inst., at 4 P.M.
SHANGHAI & JAPAN	CHUSAN	Brit. str.	—	—	P. & O. S. N. Co.	On or about 22nd inst.
QUANG TRUNG, WAN & HOIHOV, &c.	JAVA	Brit. str.	—	—	P. & O. S. N. Co.	On or about 29th inst.
POOCHOW via SWATOW & AMOY	HUI	Fren. str.	—	—	A. R. MARTY	On 19th inst., at 10 A.M.
SWATOW, AMOY & TAMSUI	AKASU MARU	Jap. str.	—	—	MITSU BUSSAN KAISHA	On 19th inst.
SWATOW, AMOY & TAMSUI	TAMU MARU	Jap. str.	—	—	MITSU BUSSAN KAISHA	To-morrow, at Daylight.
SWATOW, AMOY & TAMSUI	HAITAN	Brit. str.	—	—	DOUGLAS LARPAKE & CO.	On 19th inst., at Daylight.
SAMARANG & SOERABAYA	KANPONG MARU	Jap. str.	—	—	MITSU BUSSAN KAISHA	On 26th inst., at Daylight.
MANILA, CEBU & ILOILO	SHANTUNG	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 18th inst.
MANILA	KAFONG	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 18th inst.
MANILA	PEILA	Brit. str.	—	—	SHAW, TOMES & CO.	On 18th inst., at 5 P.M.
MANILA	SUNGKIANG	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 29th inst.

## SHIPPING.

**ARRIVALS.**  
Dec. 11, TAIKANG, British str., 1,554. Wido, Canton 14th Dec., General—JARDINE, MATHISON & CO.  
Dec. 14, HADAM, French str., 377. Morles, Pakhoi 12th December and Hailow 13th, General—A. H. MARTY.  
Dec. 14, KADONG, British str., 1,021. G. W. Penzance, Cebu 8th Dec., Sugar and Hailow 12th Dec., General—BUTTERFIELD & SWIRE.  
Dec. 14, DING, British str., 5,090. P. Tiller, Welles 10th December.  
Dec. 14, HAILONG, British str., 733. H. Baltham, Haiphong 12th Dec., Rice—DOUGLAS LARPAKE & CO.  
Dec. 14, JAVIA, British str., 623. A. R. Marty, Haiphong and Hailow 12th Dec., Rice and General—JARDINE & CO.  
Dec. 14, VOLVER, British str., 2,598. Carter, Palimbang 10th Nov. and Balik Papan 14th Dec., Oil—ARNHOLD, KARBURG & CO.  
Dec. 14, REVA, British str., 1,922. H. P. Jones, Taka and Shanghai 11th Dec.  
**CLARANCES.**  
At the Harbour Master's Office, 14th December.  
Daphne, German str., for Nagasaki.  
Tsingtau, German str., for Nagasaki.  
Volga, British str., for Nagasaki.  
Bismarck, Italian str., for Singapore.  
Teigorta, British str., for Amoy.  
Biarica, British str., for Hongay.

**DEPARTURES.**  
Dec. 14, AIRLIE, British str., for Sydney.  
Dec. 14, ANTERO, British str., for London.  
Dec. 14, ULYSSES, British str., for London.  
Dec. 14, EUBURIA, British str., for Hongay.  
Dec. 14, TIGRISIA, British str., for Amoy.  
Dec. 14, HUE, French str., for Kwang-chow-wan.  
Dec. 14, TYN, Norw. str., for Vladivostok.  
Dec. 14, INARA MARU, Jap. str., for London.  
Dec. 14, BORMIDA, Italian str., for Bombay.

**VESSELS IN DOCK.**  
ABERDEEN DOCK.—Charles Rogier, Pelusa.  
KOWLOON DOCK.—Tartar, Clara, H.M.S. Otter, Empress of Japan, H.M.S. Sandpiper, Haitan, Belgika.  
COSMOPOLITAN DOCK.—Argyll.

**SHIPPING REPORTS.**  
The British steamer *Isidoro*, from Haiphong 12th Dec., had strong N.E. monsoon and high sea.  
The British steamer *Kaifong*, from Cebu 8th Dec., encountered heavy typhoon between Cebu and Nasibete; thence to port strong monsoon, high sea and overcast and showery weather.  
The British steamer *Dido*, from Weihaiwei 9th Dec., had fresh N.W. gale and heavy snow storms; fall of snow quite three feet on 6th, 7th and 8th; thence fresh monsoon from Tarnabunt with moderate sea. Vessels at Weihaiwei—H.M.S. *Darke* and *Floer*.

**NOT RESPONSIBLE FOR DEBTS.**  
Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:  
STATE OF MAINE, American ship, Colcord—Standard Oil Co.  
VESSELS ON THE BERTH

**FOR SHANGHAI.**  
THE Steamship  
"LYEEMOON,"  
Captain Housman, will be despatched for the above port on MONDAY, the 17th inst., at 5 P.M.  
The Steamer has superior accommodation for First and Second Class Passengers.  
For Freight or Passage, apply to  
EAST ASIATIC TRADING CO.,  
Agents,  
Hongkong, 15th December, 1900. [3103]

**CHINA NAVIGATION COMPANY, LIMITED.**  
FOR MANILA, CEBU AND ILOILO.  
THE Company's Steamship  
"KAFONG,"  
Captain Penzance, will be despatched as above on TUESDAY, the 18th inst.  
The attention of Passengers is directed to the Superior Accommodation offered by this twin screw Steamer.  
A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents,  
Hongkong, 15th December, 1900. [3114]

**CHINA NAVIGATION COMPANY, LIMITED.**  
THE Company's Steamship  
"SUNGKIANG,"  
Captain Moore, will be despatched as above on THURSDAY, the 20th inst.  
The attention of Passengers is directed to the Superior Accommodation offered by this twin screw Steamer.  
A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents,  
Hongkong, 15th December, 1900. [3115]

## VESSELS ON THE BERTH

**THE OSAKA SHOSHEN KAISHA, LIMITED.**  
FOR SWATOW, AMOY, AND TAMSUI.  
THE Company's Steamship  
"TAMU MARU,"  
Captain K. Hasegawa, will be despatched for the above ports TO-MORROW, the 16th December, at DAYLIGHT.  
For Freight or Passage, apply to  
THE MITSUI BUSSAN KAISHA,  
Agents,  
Hongkong, 10th December, 1900. [15]

**CHINA NAVIGATION COMPANY, LIMITED.**  
FOR SHANGHAI.  
THE Company's Steamship  
"TAIWAN,"  
Captain Harder, will be despatched as above on MONDAY, the 17th inst.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents,  
Hongkong, 14th December, 1900. [3117]

**CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.**  
IN CONNECTION WITH THE  
ATCHESON, TOPEKA AND SANTA FE  
RAILROAD CO.

PROPOSED SAILINGS FROM  
HONGKONG TO SAN DIEGO  
AND SAN FRANCISCO,  
VIA INLAND SEA OF JAPAN AND  
HONOLULU.  
TAKING CARGO AND PASSENGERS  
TO JAPAN PORTS AND  
HONOLULU.  
THE UNITED STATES,  
MEXICO, CENTRAL AND SOUTH  
AMERICA, &c.

S.S. "CARLISLE CITY" ..... On 17th Dec.,  
3,002 Tons.  
S.S. "BERGENHUS" ..... On 25th Dec.

THE Steamship "CARLISLE CITY" will be despatched for SAN DIEGO and SAN FRANCISCO via MOJOI, KOBE, YOKOHAMA and HONOLULU, on MONDAY, the 17th December.  
Through Bills of Lading issued to any point in the United States.  
Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of cargo is required.  
Consular Invoices, to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.  
For further information as to Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents,  
Hongkong, China and Japan.  
Hongkong, 13th December, 1900. [14]

**GLEN LINE OF STEAMERS.**  
FOR NEW YORK.  
THE Company's Steamship  
"GLENARTNEY,"  
Captain E. G. Warner, will be despatched for the above port on MONDAY, the 17th inst.  
For Freight or Passage, apply to  
McGREGOR BROS. & GOW,  
Agents,  
Hongkong, 11th December, 1900. [2940]

**CHINA NAVIGATION COMPANY, LIMITED.**  
FOR MANILA.  
THE Company's Steamship  
"KAFONG,"  
Captain Penzance, will be despatched as above on TUESDAY, the 18th inst.  
The attention of Passengers is directed to the Superior Accommodation offered by this twin screw Steamer.  
A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents,  
Hongkong, 15th December, 1900. [3115]

**CHINA NAVIGATION COMPANY, LIMITED.**  
THE Company's Steamship  
"SUNGKIANG,"  
Captain Moore, will be despatched as above on THURSDAY, the 20th inst.  
The attention of Passengers is directed to the Superior Accommodation offered by this twin screw Steamer.  
A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents,  
Hongkong, 15th December, 1900. [3115]

## HAMBURG-AMERIKA LINIE

(FREIGHT SERVICE).

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRAPES, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS, NORTH AND SOUTH AMERICAN PORTS.

## PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
ARAGONIA	HAVRE AND HAMBURG VIA COLOMBO	On 22nd December.
WITTENBERG	HAVRE & HAMBURG	About 30th December.
SAMBIA	HAVRE & HAMBURG	About 13th January, 1901.
SIBERIA	HAVRE & HAMBURG	About 22nd Freight and Passage.
SIBERIA	HAVRE & HAMBURG	About 5th Freight and Passage.

These steamers have superior accommodation for passengers and carry a doctor and a stewardess.  
For further particulars as to Freight, Passage, etc., apply to  
CARLOWITZ & CO.,  
AGENTS,  
HAMBURG-AMERIKA LINIE, NORDEUTSCHER LLOYD,  
OSTASIATISCHER FRACHTDAMPFER DIENST.  
Hongkong, 13th December, 1900. [13]

## PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
LONDON	SOCOTRA	Noon, 15th Dec.	Freight only.
LONDON, &c.	CLYDE	Noon, 22nd Dec.	See Special Advertisement.
SHANGHAI	CHUSAN	About 22nd Dec.	Freight or Passage.
SHANGHAI AND JAPAN	JAVA	About 29th Dec.	Freight or Passage.

PASSENGER SEASON, 1901.  
S.S. PLASSY ... 7,240 tons March 30th } MARSEILLES AND LONDON DIRECT  
S.S. SOBBAON ... 7,832 tons April 27th } Without Transhipment.

For Further Particulars, apply to  
A. M. MARSHALL,  
Acting Superintendent  
Hongkong, 14th December, 1900. [1]

## NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI  
INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.  
FOR VICTORIA, B.C. AND TACOMA  
IN CONNECTION WITH  
NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.	Tons.	Captain.	Proposed Sailing
GLENOLLE	3,750	W. Frakes	December 15
DUKE OF RIFE	3,821	J. S. Cox	December 21
VICTORIA	3,802	J. Paxton	December 28
QUEEN ADLAIDE	3,832	F. McNair	January 4

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES OF THE UNITED STATES and to EUROPE.  
HONGKONG to LONDON, 252.  
Excellent accommodation. First class Table. Doctor and STEWARDESSE carried.  
Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.  
HONGKONG to NEW YORK, 248.  
The Railroad travelling is second to none on the American Continent: two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental trains: day and night, TACOMA to NEW YORK in 4 days. Magnificent scenery of the Rocky and Cascade Mountains. The Yellowstone National Park route.  
HONGKONG to VICTORIA AND TACOMA, 235.  
The best route to the Kootenai Gold Fields. Frequent sailings from VICTORIA and TACOMA to DRY and ST. MICHAEL.  
Rates of Passage to other Points on application.  
A Special rate allowed to members of Government Service.  
For further information as to Passage or Freight, apply to  
DODWELL & CO., LIMITED,  
General Agents,  
Hongkong, 14th December, 1900. [10]

## OCEAN STEAMSHIP COMPANY.

FOR	STEAMERS	CAPTAINS	TO SAIL
LONDON	CAICHAS	Bartlett	25th December, 1900.
LONDON	ACHILLES	Brown	8th January, 1901.

For Freight, apply to  
BUTTERFIELD & SWIRE,  
Agents O. S. S. Co.

Hongkong, 1st December, 1900. [3025]

## IMPERIAL GERMAN MAIL LINE.

NORDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ,  
PORT SAID, NAPLES, GENOA, ANTWERP,  
BREMEN/HAMBURG.  
PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS;  
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON  
AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.  
N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

## PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	SAILING DATES.
PRINZ HEINRICH	WEDNESDAY ... 26th December.
PRINZESS IRENE	WEDNESDAY ... 9th January, 1901.
PREUSSIN	WEDNESDAY ... 23rd January, 1901.
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY ... 6th February, 1901.
SACHSIN	WEDNESDAY ... 20th February, 1901.
KIATTSCHOU (Hamburg-Amerika Linie)	WEDNESDAY ... 6th March, 1901.
STUTTGART	WEDNESDAY ... 20th March, 1901.
KONIG ALBERT	WEDNESDAY ... 3rd April, 1901.
PRINZ HEINRICH	WEDNESDAY ... 17th April, 1901.
PRINZESS IRENE	WEDNESDAY ... 1st May, 1901.

ON WEDNESDAY, the 26th day of December, 1900, at Noon, the Steamship "PRINZ HEINRICH," of the Norddeutscher Lloyd, with MAELS, PASSENGERS SPECIE and CARGO, will leave this Port at noon, CALLING AT NAPLES AND GENOA.  
Shipping Orders will be granted till Noon on MONDAY, the 24th December. Cargo and Specials will be received on board until 5 P.M. on TUESDAY, the 25th December, and Parcels will be received at the Agency's Office until Noon on TUESDAY, the 25th December.  
Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.  
The Steamer has splendid accommodation and carries a Doctor and Stewardess.  
Linen can be washed on board.

For further Particulars, apply to  
NORDEUTSCHER LLOYD.  
MELCHERS & CO.,  
AGENTS.  
Hongkong, 13th December, 1900. [1]

## CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA  
AND THE UNITED STATES.  
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND  
VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.  
Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.  
PROPOSED SAILINGS FROM HONGKONG.  
(SUBJECT TO ALTERATION).

"EMPERESS OF JAPAN" Comdr. H. Pybus, R.N.E. WEDNESDAY, 19th Dec., 1900  
"EMPERESS OF CHINA" Comdr. R. Archibald, R.N.E. WEDNESDAY, 16th Jan., 1901  
"EMPERESS OF INDIA" Comdr. O. P. Marshall, R.N.E. WEDNESDAY, 13th Feb., 1901

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.  
Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, good for 4, 6, 9, and 12 months.  
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Government.  
The attractive features of this Company's route embrace ITS PALATIAL STEAMSHIPS (second to none in the world), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for the Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.  
THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.  
For further information, Maps, Guide Books, Rates of Passage, &c., apply to  
J. E. BROWN, General Agent,  
Fidder's Street.  
Hongkong, 22nd November, 1900. [9]

## NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KANAGAWA MARU	NAGASAKI, SASEBO, KOBE and YOKOHAMA	FRIDAY, 21st Dec., at DAYLIGHT.
YAWATA MARU	NAGASAKI, KOBE and YOKOHAMA	FRIDAY, 21st Dec., at Noon.
KINSHU MARU	SHANGHAI, KOBE and YOKOHAMA (Taking Cargo and Passengers for CANADA and UNITED STATES, transhipping at KOBE per s.s. <i>Tosa Maru</i> , sailing thence 4th January)	SATURDAY, 22nd Dec., at 4 P.M.
SHINANO MARU	MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 28th Dec., at DAYLIGHT.
ROSETTA MARU	SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 28th Dec., at DAYLIGHT.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.  
For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Charter Road.  
A. S. MIHARA,  
Manager.  
Hongkong, 24th December, 1900. [12]



## VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES MARITIMES.  
PAQUEBOTS-POSTE FRANCAIS.  
NOTICE.

STEAM FOR  
SAIGON, SINGAPORE, BATAVIA,  
COLOMBO, PONDICHERY, MADRAS,  
CALCUTTA, DIBOUTI, EGYPT,  
MARSEILLES, MEDITERRANEAN  
AND BLACK SEA PORTS,  
LONDON, HAVRE, BORDEAUX,  
ALSO  
PORTS OF BRAZIL AND RIVERPLATE.

ON MONDAY, the 17th December, 1900, at 1 P.M., the Company's Steamship, "ERNEST SIMONS," Captain Durand, with Mail, Passengers, Specie and Cargo, will leave this port for MARSEILLES via ports of call, WITHOUT TRANSIT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon. Cargo will be received on board until 4 P.M. Specie and Passengers until 3 P.M. on the 16th December. (Parcels are not to be sent on board, they must be left at the Agency's Office.) Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX,  
Agent.  
Hongkong, 8th December, 1900.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship

"AKASHI MARU."  
Captain K. Suzuki, will be despatched for the above ports on WEDNESDAY, the 13th instant.

For Freight or Passage, apply to  
THE MITSUI BUSSAN KAISHA,  
Agents.  
Hongkong, 6th December, 1900. [2524]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SAMARANG AND SOURABAYA.

THE Company's Steamship

"SHANTUNG."  
Captain Quayle, will be despatched, as above on WEDNESDAY, the 13th instant.

For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 11th December, 1900. [3116]

CHINA NAVIGATION COMPANY, LIMITED.

FOR YOKOHAMA AND KOBE.

THE Company's Steamship

"TSINAN."  
Captain Anderson, will be despatched, as above on WEDNESDAY, the 13th instant.

For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 13th December, 1900. [3044]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

(FOR M. SLOAN &amp; CO., HAMBURG.)

FOR NEW YORK VIA SUEZ CANAL.

THE full-powered Steamship

"VERONA."  
Captain Hansen, will be despatched for the above port on FRIDAY, the 21st December.

For Freight, apply to  
CARLOWITZ & CO.,  
Agents.  
Hongkong, 8th December, 1900. [3008]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Company's Steamship

"CLYDE."  
Captain A. L. Valentin, carrying Her Majesty's Mails, will be despatched from this port for Bombay on SATURDAY, the 22nd December, at NOON, taking passengers and cargo for the above ports.

Silk and Valuable, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transshipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the forms and conditions of the Company's Bills of Lading.

For further particulars, apply to  
A. M. MARSHALL,  
Acting Superintendent.  
Hongkong, 10th December, 1900. [1]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAIWAN.

THE Company's Steamship

"ANPING MARU."  
Captain S. Atsumi, will be despatched for the above ports on WEDNESDAY, the 26th December, at DAYLIGHT.

For Freight or Passage, apply to  
THE MITSUI BUSSAN KAISHA,  
Agents.  
Hongkong, 12th December, 1900. [1443]

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

THE Steamship

"HUDSON."  
will be despatched for the above port about the end of December, and will be followed by the Steamship

"POLAR ST. JERNE"  
about the middle of January, 1901.

For Freight, apply to  
DODWELL & CO., LTD.,  
Agents.  
Hongkong, 3rd December, 1900. [3045]

## VESSELS ON THE BERTH

TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Dec. 13, 1900, at NOON.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Jan. 12, 1901, at NOON.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, Feb. 7, 1901, at NOON.

THE Twin-Screw Steamship

"HONGKONG MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on TUESDAY, the 13th December, 1900, at NOON, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of 24 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 26th November, 1900. [5]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, AND AUSTRALIA.

MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

DORIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Jan. 5, 1901, at NOON.

CORICO (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Jan. 29, 1901, at NOON.

GALIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Feb. 23, 1901, at NOON.

THE Company's Steamship "DORIC" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on SATURDAY, the 5th January, 1901, at NOON.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passenger Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers and to the principal cities of the United States or Canada. Rates and particulars of the various routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, Portland (Or.).

For further information as to Freight rates, &c., apply to  
J. S. VAN BUREN,  
Agent.  
Hongkong, 18th December, 1900. [3046]

## VESSELS ON THE BERTH

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, Dec. 27, at NOON.

CITY OF RIO DE JANEIRO (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Jan. 22, 1901, at NOON.

CITY OF Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, Feb. 14, 1901, at NOON.

THE Company's Steamship "CHINA" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on THURSDAY, the 27th December, at NOON.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of 24 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 5th December, 1900. [3]

SHEWAN TOMES &amp; CO.'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"DEVONSHIRE" will be despatched for the above port on or about the 30th December, 1900.

For Freight, apply to  
SHEWAN TOMES & CO.,  
Agents.  
Hongkong, 8th December, 1900. [2858]

OREGON AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE OREGON RAILROAD &amp; NAVIGATION COMPANY.

PROPOSED SAILING FROM HONGKONG TO PORTLAND (OR.) AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

TAKING CARGO TO JAPAN PORTS, THE UNITED STATES, AND CANADA.

THE Steamship

"ADATO," 2,145, Captain J. McIntyre, will be despatched for or about 30th Dec. for PORTLAND (OR.) VIA MOJI, KOBE, and YOKOHAMA.

Through Bills of Lading issued to any point in the United States and Canada.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be accepted at the Office of the Underwriter until the same time. All Parcels should be marked to address in full.

Value of same is required.

Consular Invoices, to accompany cargo destined to points beyond Portland (Or.), should be sent to the Company's Office, addressed to the Collector of Customs, Portland (Or.).

For further information as to Freight rates, &c., apply to  
ARNHOLD, KARBURG & CO.,  
Agents.  
Hongkong, 24th November, 1900. [2048]

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with the CHINA STEAM NAVIGATION CO.'s fortnightly service to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars, apply to  
DODWELL & CO., LIMITED,  
General Agents for China and Japan.  
Hongkong, 4th August, 1897. [7]

## VESSELS ON THE BERTH

CANADIAN PACIFIC RAILWAY COMPANY'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE VIA CANADA AND THE UNITED STATES.

THE Company's Steamship

"TARTAR," Captain G. D. BOWLES, R.N.R., will leave Hongkong on or about MONDAY, the 31st December, 1900.

For VICTORIA AND VANCOUVER, B.C. (VIA INLAND SEA, KOBE AND YOKOHAMA), Making close connection at Vancouver with the Canadian Pacific Railway for all points in Eastern Canada, the United States and Europe.

For Freight or Passage, apply to  
D. E. BROWN,  
General Agent, Hongkong.  
Hongkong, 10th December, 1900. [3108]

FOR NEW YORK.

THE 3 L II British Bark

"R. MORROW," Captain Douglas, having arrived, is now loading here for the above port and will have quick despatch.

For Freight, apply to  
ARNHOLD, KARBURG & CO.,  
Hongkong, 13th December, 1900. [2883]

NOTICES TO CONSIGNEES

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "DUKE OF FIFE."

FROM TACOMA, VICTORIA AND KOBE.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Consignees are required to sign Average Bond which is lying in the Office of the undersigned and pay deposit of 5 per cent. on the value of their goods.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL & CO., LIMITED,  
Agents.  
Hongkong, 11th December, 1900. [10]

NOTICE TO CONSIGNEES.

THE P. &amp; O. S. N. Co.'s Steamship

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where such consignments will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo:-  
From London, ex s.s. Victoria.  
From Australia, ex s.s. Oceana.  
From Persian Gulf, ex s.s. B. I. S. N. and B. P. S. N. Co.'s steamers.  
From Aden, ex s.s. Nizam.

Optional goods will be landed here unless instructions are given to the contrary before 9 A.M. TO-DAY.

Goods not cleared by the 16th instant, at 4 P.M., will be subject to rent.  
No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

A. M. MARSHALL,  
Acting Superintendent.  
Hongkong, 10th December, 1900. [1]

IMPERIAL GERMAN MAIL LINE.

THE Steamship

"PRINCESS HEENE," OF THE NORDDEUTSCHER LLOYD.

The above named steamer having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure, and Valuables, are being landed and stored at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 4 P.M. TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th December will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 15th December, and THURSDAY, the 20th December, at 9.30 A.M.

All claims must reach us before the 22nd December, or they will not be recognised.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD.  
MELCHERS & CO.,  
Agents.  
Hongkong, 10th December, 1900. [8]

NAVIGAZIONE GENERALE ITALIANA (FLORENCE &amp; RUBATINO UNITED COMPANIES).

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

THE Steamship

"BORMIDA," having arrived from the above ports, Consignees of Cargo by her are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

All damaged packages must be left in the Godowns, and a certificate obtained from the Godown Company within seven days after the vessel's arrival here, after which no claims will be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 16th instant will be subject to rent.

Bills of Lading will be countersigned by the undersigned.

CARLOWITZ & CO.,  
Agents.  
Hongkong, 1st December, 1900. [7]

## INTIMATIONS.

PERSEVERANCE LODGE OF HONGKONG, No. 1, 165.

A REGULAR MEETING OF THE PERSEVERANCE LODGE will be held at the PERSEVERANCE HALL on MONDAY, the 17th instant, at 5 for 5.30 P.M. precisely. Visiting Brethren are cordially invited to attend.

Hongkong, 10th December, 1900. [3106]

DAVID CORSE & SON'S

MERCHANT NAVY

NAVY BOILED

LONG FLAX

RELIANCE CROWN

TARPAULING

ARNHOLD, KARBURG & CO., Sole Agents.

QUAN WAH & CO.,

ITALIAN MARBLE AND GRANITE MONUMENTS.

DESIGNS & PRICES ON APPLICATION

At No. 1, Queen's Road East, Hongkong

Hongkong, 17th October, 1899. [2048]

FOR SALE.

NEW LEE ENFIELD 303 MATCH

RIFLE COMPLETE.

ELEY'S SPORTING CARTRIDGES.

EVERY KIND OF SPORTING RE-

QUISITE.

WM. SCHMIDT & CO.,

Gunsmiths.

Hongkong, 22nd September, 1900. [1213]

TO SHIPMASTERS.

ENQUIRE where your FRESH WATER

is obtained by the Water Bots, as FOUR

WATER is the cause of much Sickness on board

Ship.

We are the ONLY WATER BOT COMPANY in HONGKONG EXCLUSIVELY supplying FILTERED WATER.

CALL FLAG W.

J. W. KEW & CO.,

STEAM WATER BOT COMPANY.

Hongkong, 9th October, 1895. [3133]



